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Montana and the Sky

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MDT Department of Transportation – Aeronautics Division Vol. 46 No. 5 May 1995

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Surratt Survival Clinic Another Success

By: James R. Greil
Aviation Support Officer

The annual Montana Aeronautics Terry Surratt Winter Survival Clinic was held March 17–19 of this year and was another complete success with Skip Stoffel and Don Cooper as this year's instructors. Twenty-five participants attended the clinic, and by all accounts, all left with a renewed understanding of survival preparedness. Skip, who is the president of Emergency Response Institute, has taught the annual event hosted by the Division for several years. As usual, Skip's unique and unparalleled knack for knowledge dealing with survival skills made this year's event not only educational, but loads of fun as well.

Skip, who has been involved with survival training for many years, and was the author of the book *Survival Sense for Pilots and Passengers* of which many of you may be familiar, brought Don Cooper, a search and rescue member from the midwest, along with him for this year's clinic. The clinic consisted of an evening session at the Helena Vo-Tech where a highly entertaining and informative lesson in survival skills was taught by Skip and Don. Mike Ferguson of the Division also recounted his tale of the winter night he made a crash landing in the rugged expanse of Utah. An overnight field exercise was also part of the itinerary. Due to the mild winter we incurred this season, there was some concern whether there would be enough snow for a fully functional clinic. As a result, the usual clinic site of Lincoln airport was canceled and a much more snowy site on top of Stemple Pass was exploited. The new site was decidedly better and provided ample space and snow for this years event. Along with the participants, Mike Ferguson and I were the Division representatives. The old Beech Musketeer fuselage which the Division keeps use of was taken with us to simulate a wrecked airplane on the pass.

After learning some basic shelter building skills the participants were instructed to construct their evening shelters. Several different type shelters were built along with unusual and unique variations. The aircraft fuselage itself became home for several of the participants as well. Air mattresses and warm dry clothes proved invaluable in cold and wet conditions overnight. The next morning, amid the achy muscles, sore joints and cold feet, several of the shelter mistakes became self-evident. After a tour of all the shelters, Skip reviewed what we had learned and began a series of pyro-technic signaling displays in the mid-morning drizzle. After it was all over, the drive back was spent recanting with others about the needed changes to everyone's personal survival gear.

The Clinic was named in honor of Mr. Terry Surratt, and is partially supported by his widow. Mr. Surratt was enroute at night from Missoula to Billings in the winter of 1992 when his plane was overcome with ice and went down in the mountains near Garrison Junction. Mr. Surratt was not badly injured after the crash, but soon succumbed due to exposure in the harsh cold. Hoping to avoid another tragedy like this is what the clinic is all about. With the knowledge and experience shared and gained at this year's clinic, there is no doubt the participants came out wiser and more prepared for the unexpected.

These happy campers survived a wet, cold evening atop Stemple Pass.

continued on page 4

Administrator's Column

Legislation To Make FAA Independent Agency: Legislation has been introduced by Representative James Lightfoot of Iowa which will remove the FAA from the Department of Transportation and return it once again to an independent agency. Lightfoot, a member of the House Transportation Appropriations Subcommittee stated, after reviewing Secretary Pena's DOT budget proposal, he was disappointed to see the Administration is still moving ahead with its proposal to make the air traffic control system a government corporation. He further stated that although he believes that the FAA needs reform, his constituents want real solutions to the finance, personnel and procurement problems, but an air traffic control corporation modelled after the Postal Service may create more problems than it solves. Lightfoot continued, "As Chairman of the Appropriations Subcommittee with jurisdiction over the Postal Service, believe me, this is not the model you want." The FAA reestablished as an independent agency would be "free from the whims of political officials in DOT, where technical experts are second-guessed by political appointees, which change with every political tide," Lightfoot stated.

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Former FAA Administrators Endorse Independent FAA: Eleven of the twelve living former Federal Aviation Administration Administrators have joined with the General Aviation Organizations and come out in support of returning the FAA to an independent agency and oppose the Administration proposed ATC Corporation. Only Langhorne Bond had reservations about opposing the ATC corporation. Former FAA Administrator Halaby, in testimony before the House Transportation Subcommittee said all 12 former administrators support other elements of an FAA reform plan: 1) taking the aviation trust fund off budget exclusively for the FAA; 2) liberalizing procurement and personnel rules; 3) repair, maintenance and rehabilitation of air traffic facilities; 4) the employees and aircraft fleet that test and inspect air navigation facilities for accuracy; 5) flight service station personnel and facilities for flight planning and weather briefing services, and; 6) additional privately operated control towers under FAA contract. All twelve former Administrators favor these measures to any other plan to restructure the FAA, that authority and accountability for safety and efficiency of the airspace will be better served with an independent FAA.

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Apologies: I always hesitate to make public recognition for a "job well done" when there are many persons and/or organizations so deserving of mention. In last month's *Montana and the Sky,* I did recognize many people and organizations for their involvement with this year's aviation conference. I neglected to mention those people of the Federal Aviation Administration (and maybe others). Although Nancy Trudell, Helena FSDO Manager, and Larry Andriesen, Northwest Mountain Region Deputy Administrator, were pictured in the March issue of the newsletter, I would like to acknowledge them, as well as many of their staff who attended and actively participated in several programs including the highly valued annual aircraft mechanics and IA renewal seminar. I certainly appreciate all of those FAA folks who helped. Your participation was essential toward making the Aviation Conference the success it was. A BIG THANK YOU!

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Legislation To Abolish FCC Fees: Because of strong opposition to the Federal Communications Commission (FCC) unnecessary radio license fee structure, Representative Bart Stupak of Michigan has introduced H.R. 963 which, if passed, will exempt non-commercial aircraft and marine radios from FCC registration and fee requirements. I have written articles covering this subject in the past two issues of *Montana and the Sky* opposing these fees. They provide no service in return and the outrageously high fee cannot be cost

continued on page 3

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Marv Dye, Director

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Michael D. Ferguson
Administrator

Aeronautics Board
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Big Sky Alive '95

The Missoula International Airport, Johnson-Bell Field, will be the sight for the Big Sky Alive '95 air show scheduled for Sunday, July 9, 1995.

The show will feature Delmar Benjamin's exact replica of Jimmy Doolittle's GeeBee Super Sportster, a 1932 Bendix Trophy winner.

Other attractions include a 1928 Ford Tri-Motor, a Stearman and other vintage aircraft; the B-26 aerial tanker flown in Steven Spielberg's movie "Always", Marine Corps AV-8B Harrier "jump jet" flight demonstration; aerobatics and pyrotechnics; static displays of antique aircraft and autos; military aircraft; food and live music!

A salute to WWII veterans, including special guests Dave Thatcher (Missoula), Bill Bower and Chase Neilsen. All are Doolittle Raiders who flew against Tokyo in 1942 in retaliation for the Japanese sneak attack at Pearl Harbor.

Big Sky Alive '95 is being held the same weekend as the National Smokejumpers Reunion and the Johnson Flying Service Reunion, in Missoula.

The air show is sponsored by the Museum of Mountain Flying in cooperation with the Missoula County Airport Authority and the Missoula Chamber of Commerce. Proceeds will benefit the non-profit Museum of Mountain Flying.

For further information contact Steve Smith, President of the Museum at 549-9170.

Attention Montana Pilots!

You can now file flight plans from your computer with WeatherModem + Software. The cost for this service is $89 per year. The $89 gives you 56 day update service of the FAA's databases including airports, navaids, airways, and fixes.

If you do not have WeatherModem + Software the cost is $99 for the software and one year of flight plan filing. Also, if you do not wish to file from your computer but wish to get text, charts, and a flight planner, the software is now only $49.

Whitehall Fly-in

The Whitehall Business Association will host the final stop of the 1995 Montana Antique Airplane Association tour on Saturday, June 24 and Sunday, June 25, 1995, at the Jefco Sky Park northwest of Whitehall, Montana.

Join us for two days of fun and activities, plus many aircraft and displays. There will be a three dollar admission for adults, and children under eleven free.

There will be vendors supplying food and refreshments. Dinner will be served on the 24th and breakfast on the 25th at a nominal charge. Come and join us for a great day.

Administrator's Column *continued from page 2*

effective for the bureaucracy required to administer it. As I have previously reported, the current fee is $115, however, the FCC is proposing lowering it to $75 every ten years. Hopefully, Representative Stupak will gain sufficient support to get his bill passed. I still cannot understand why any aircraft or boat operator, be they non-commercial or commercial, should be required to register and license their radios. The CBers are exempt. If you have strong feelings on this issue you should telephone Senator Burns at (800)344-1513, Senator Baucus at (800)332-6106, and Representative Williams at (800) 332-6177.

Calendar

May 27–29—Benchmark Annual Work Session.

June 2—Montana Aeronautics Board Meeting, West Yellowstone.

June 2–4—Cut Bank Fly-in and Air Show.

June 3—Miles City Airport Appreciation Day.

June 10—International Young Eagles Day.

June 10—EAA Chapter 57 Fly-in, Laurel. Contact Bob Kimpton 259-7010.

June 17–18—Bass Father's Day Fly-in, Beacon Star.

June 19–30—Aviation Education Teacher Workshop, University of Montana, Missoula.

June 19–30—Aerospace Camp, University of Montana, Missoula.

June 22–25—Women's Air Race Classic.

June 24—Plains Fly-in and Air Show, contact Randy Garrison at 826-3605.

June 24—Colstrip Breakfast Fly-in, contact Kevin Petersen 748-3979.

July 5–8 - Ercoupe Annual Convention, Kalispell, MT.

July 5–9—EAA Northwest Fly-in, Arlington, WA.

July 8–9—Big Sky Alive '95 Air Show, Missoula.

July 9–15—27th Annual International Cessna 170 Association Convention. Kalispell, MT. Ken Morrow 208-466-1793 or Terry Westphal 406-257-4004.

July 14–16—Schafer Meadows Annual Work Session.

July 20–23—Annual Family Fly-in and Flight Safety Expo, Helena.

July 27–August 2—43rd Annual EAA Fly-in Convention, Oshkosh, WI.

August 3–6—MAAA Fly-in, Three Forks.

August 20—Air Show, Gallatin Field, Belgrade.

September 2–4—Annual Labor Day Fly-in, West Yellowstone.

September 2–4—Miles City Great American Cattle Drive Fly-in.

September 15–17—MPA Fall Fly-in, Beacon Star.

Successful Surratt Survival Clinic

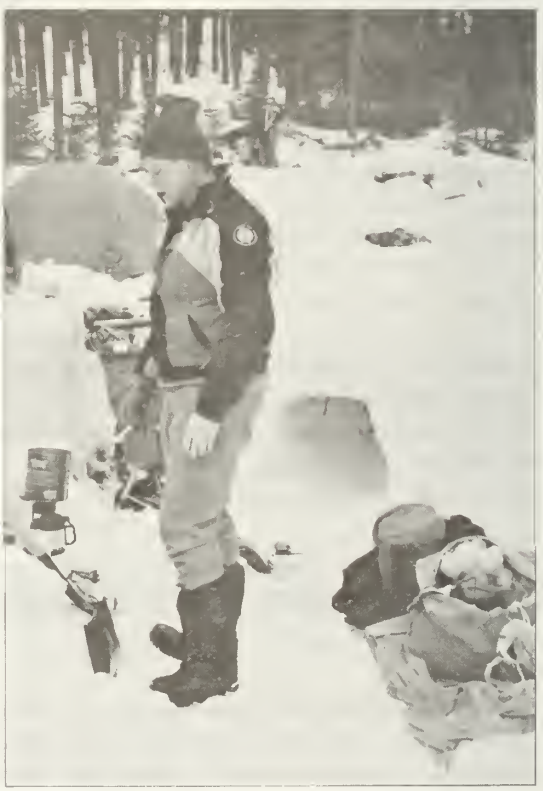
continued from page 1

Greg Duncan of Helena enjoyed a pleasant evening in his shelter—a snow cave supported by tree branches and covered with a tarp for added protection.

Skip Stoffel prepares to begin training in signalling techniques. The participants learn how to use flares and other devices to signal for help and assist searchers in the location of their downed aircraft.

All bundled up and anticipating "a night out" in the wild, James Carlson of Lame Deer, tries to remain warm and dry.

Melvin Hanson of Belgrade takes a break while in the early stages of building his shelter.



A real life campsight appears to be the location of Tom Connor's shelter. Tom of Great Falls worked up an appetite and looks forward to a hearty meal after digging his snow cave.

Telephone Information Briefing Service (TIBS)

The Great Falls Automated Flight Service Station has updated the recorded weather that is provided for pilots in Montana. These recordings provide a general summary of weather conditions throughout the state. Upon request, a wallet size card will be provided with the same information listed below.

TIBS INSTRUCTIONS:

- ✈ After each recording, you will hear a ring or if you interrupt a recording you will hear a ring. To **interrupt** any recording press the POUND KEY (#), followed by the STAR KEY (*).
- ✈ After the ring, press the desired three digit number.

300 TIBS Menu

301 Summary of weather advisories and synoptic conditions in Montana.

302 Area summary in Western and Southwestern Montana.

303 Weather observations in Western and Southwestern Montana, along with Mullan and Salmon, Idaho.

304 Area summary in Central and Eastern Montana.

305 Weather observations in Central and Eastern Montana, along with Williston, North Dakota.

306 Route Forecast from Kalispell to Missoula to Salmon, Idaho.

307 Route Forecast from Billings to Livingston to Bozeman to Butte.

308 Route Forecast from Miles City to Billings to Lewistown to Great Falls.

309 Route Forecast from Billings to Livingston to Bozeman to Butte.

322 A list of aviation events in Montana.

401 Filing a flight plan, departing in less than one hour.

402 Filing a flight plan, departing in more than one hour.

Please let them know how these recordings are working. Any route can be changed, but must be based on user needs. Any comments will be appreciated.

Learning From Others

By: Russ Lawton

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"AN ERROR ISN'T SOMETHING YOU condemn, but correct." We read about fatal errors all too often on these pages, and in other publications. Fortunately, we can also read about non-fatal errors, and gain useful insights from others. The NASA Aviation Safety Reporting System (ASRS) has been recording for years the confessions of aviators who have come close to the brink of disaster, and lived to talk about it. Gary Livack (an FAA employee) poured over years of these reports and compiled a list of remarks made by pilots who, in the vision of 20/20 hindsight were able to critique their mistakes. We share them here in the hopes you'll read them and remember what happened to someone else at the appropriate time.

Gemstones

The captain said, "Take off power," so I did. Captain said, "Feather four." Co-pilot responded, "All at once, sir?" The captain finally said, "Feather one," The co-pilot responded, "Which one?"

"My inadvertent turning to the wrong VOR could have been caught by first identifying the station after tuning."

"I feel that weather was a major factor in this accident. The warm sun made me sleepy."

"This accident could have been avoided if someone had reminded me to put the wheels down."

"I'm sure I'll do something just as dumb in the future, but it won't be the same thing."

"The weather became more interesting than flying the airplane."

"The clearance was given correctly, copied correctly, read back correctly, but flown incorrectly."

Controller to pilot: "Are you VMC?" Pilot to controller: "Negative, we're about 10 knots faster."

On a large jet following a maintenance test flight, PIC wrote in log, "Aircraft satisfactory, except autoland very rough." Mechanics sign-off was, "Autoland not installed on this aircraft."

"I guess if everything is going along smoothly, something must have been overlooked."

Wisdom

"Aircraft don't stand still like simulators. Moral: You must still navigate while you solve your problems."

"A clearance is not a clearance until it has been heard and acknowledged."

"Systems are becoming more and more error free. Human beings are not."

"Know exactly where you are, not about where you are."

"Cockpit call-outs are good, but the person making them should watch for a response from the person they're aimed at to ensure communication has taken place."

"Silence when calling a tower isn't a sure sign it's closed. It may indicate radio problems or that you may have the wrong frequency."

"There are two classes of pilots who need recurrent training:

• Those who fly regularly and frequently, and

• Those who fly irregularly and infrequently."

"During transfer of control, say, "I've got the airplane." Don't say, "I've got it" (such as, "I've got traffic at two o'clock"). Let there be no "it".

"Altitude deviations complicate life for controllers. They are embarrassing for pilots; they represent less than professional standards for flying; they are also FAR violations."

"Controllers may not be able to issue traffic advisories concerning aircraft which are not under ATC control, or cannot be seen on radar. Pilot assumptions and expectations often lead flight crews down the garden path of wrongful anticipations."

A response to a complex clearance, "We'll do all that." Do what?

"Never trust your autopilot. Automation breeds a sophisticated, dangerous, insidious level of overconfidence."

"There is nothing like being in stormy conditions to remind you that if you don't fly for a living every day, be prepared to see your skills deteriorate quickly."

The Montana Lighted Beacon System

By: Brenda Spivey

The questions of airway beacon usefulness is one which has been discussed with varying degrees of enthusiasm for many years. The most frequently heard argument against the beacon system is that it is no longer of value in this modern day of electronic navigational aids. While this statement stands true from a technological point of view, it is here the Human Factor figures heavily.

At night, at high altitudes, and during pleasant weather conditions, the lights of Montana's cities provide adequate visual reference. Unfortunately, experienced pilots know that these conditions exist on a frustratingly infrequent basis. Low ceilings and inclement weather, including fog and icing conditions, often prevent high altitude VFR flight, but would not prevent making the flight at a lower, but still safe, altitude. Under such conditions, even though the pilot may have more complex, technical navigational aids on board, the airway beacon light provides a margin of safety and a sense of reassurance which simply cannot be practically duplicated.

Our modern commercial airways and their associated navigational aids, like the airplane, are American inventions. Their birth was the result of the U.S. mail service in the 1920s.

The first pilot chosen to fly the inaugural flight for the U.S. Mail service in May 1918, was one George L. Boyle, fresh out of flying school. Sadly for George, he promptly got lost and landed at the wrong destination. The mail had to be put on a train to be delivered.

By 1921 airmail planes were standard equipped with a compass, a turn-and-bank indicator, and an altimeter; but a pilot's ability to recognize physical landmarks was his most critical instrument. A pilot rarely flew at night and then only for short distances.

On August 20, 1920, radio stations at each airmail landing field were established, including a large station at the Post Office headquarters building in Washington DC. This was the beginning of the flight service station system. Radios were usually employed for ground-to-ground communications, not for navigational assistance.

There were no aeronautical charts or maps available before 1921. The Post Office did make road maps available, but they were maps of individual states, each with a different scale of distances. They showed no altitudes or mountains.

Mail planes worked in conjunction with the regular trains, so no mail traveled more than a short distance by air. The effort seemed hardly worthwhile.

A daring night-flying experiment, conducted on February 22, 1921, was intended to demonstrate the practicality of night flying and to entice Congress to fund the lighting of the transcontinental route. On that day, two plane loads of mail were dispatched from New York to San Francisco, and another two from San Francisco to New York. Pilots flying the night segments depended on their primitive cockpit instruments, bonfires lit along the route by accommodating citizens, and dead-reckoning pilotage. Only one plane made it through.

In 1926, the Federal Airways Division installed its first airway light beacon in Moline, Illinois. By 1933, the federal airway system comprised 18,000 miles of lighted airways on which were installed 1,550 rotating light beacons.

Presently, Montana is the only state which continues to operate its lighted airway beacon system in the mountainous western third of the state.

In 1965, the FAA was responsible for reviewing the utilization of all airway light beacons and justifying their retention. In conjunction with the Montana Aeronautics Commission, a preliminary review of all airway beacon lights in Montana was conducted. As a result, the FAA retained only eight Montana beacons and decommissioned the rest by August 1965.

In January 1966, Charles Lynch, Director of the Montana Aeronautics Commission, initiated the Montana Beacon System. The Aeronautics Commission selected 12 beacons for continuous operation along Montana's established airways.

Along with the eight Federally-maintained beacons, Montana then had 20 beacons in use. In 1967, the Montana Aeronautics Commission recommissioned the Saint Regis site, giving the state a total of 21 operating beacons.

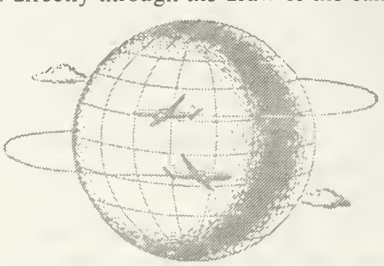
Of the remaining original FAA beacons, some were dismantled and used for parts. Others were donated to museums or communities. One such beacon, donated to the small town of Columbus, was reassembled and erected in 1961 by local aviators and residents as a community effort. It remained in active and faithful service until 1993 when it fell into a state of disrepair. The Stillwater Mining Company of Columbus realized the importance and the safety factor that the beacon provided for so many years, so the mining company agreed to donate technical personnel to refurbish the beacon to like-new condition. The Columbus airport beacon is still an important and useful navigation tool for all aviators, and also serves as a reminder of its unique heritage.

The FAA's ultimate goal, even prior to 1965, was to completely phase out the entire lighted airway beacon system. On August 25, 1969, the FAA conducted yet another evaluation of the proposal to discontinue the eight remaining airway beacons in Montana. The FAA claimed that the continued operation and maintenance of these beacons did not appear to provide a public service commensurate with costs involved.

As a result of the survey, over 200 objections were received from Montana pilots. The heavy response indicated a high degree of interest and use of the beacon system. Therefore, by a directive issued by L.C. Morris, Jr., Chief of FAA Air Traffic, the beacons once again avoided the ax.

By 1971, all eight federally-owned beacons were still operating, as were the thirteen state-owned beacons. The state Aeronautics Commission also relocated four additional beacons to West Yellowstone, Dell, Townsend, and Lincoln Airports. In December of 1971, the FAA decided to turn off the eight federal airway beacons. It was at this time that the Montana Aeronautics Commission made an agreement with the FAA whereby Montana would legally assume the federal beacon system and by 1979, the Commission assumed the sole responsibility for the operation of 19 beacons statewide.

In 1984, Boulder Pass Beacon was decommissioned. Bonneville Power Administration federally requisitioned the area for construction of a large overhead power line which was to pass directly through the draw of the canyon,



perpendicular to the highway and well above the beacon. In the past, this route was widely used by the VFR pilots when the weather was marginal, with the beacon guiding them to the mouth of the pass. When the overhead wires were erected, it was determined the beacon might become more of a hazard than a help, so it was decommissioned with the agreement that the overhead wires would bear 3-foot diameter white marking ball and flashing strobe lights for visibility.

By 1986, the Montana Aeronautics Division was feeling the pinch of financial budgetary constraints imposed by the legislature. Even though the Aeronautics Division had always been a self-sustained agency, (wholly supported by a one cent per gallon aviation fuel tax—not by legislative allocated funds) the Aeronautics Board was directed to closely examine all of its programs to see where corners could be cut. An exhaustive review of Division programs and priorities were conducted by the Board, and the result was the Board rated the airway beacon program at 10— the lowest possible priority ranking. It should be noted that only five of the nine Board members participated in the ranking of Division programs and only one of the five Board members was a pilot.

The Aeronautics Division considered the abolishment of the beacon system a distinct possibility. The Montana Pilots Association rallied for the cause. They initiated and financed the most comprehensive beacon survey ever undertaken in Montana.

The Helena firm of Howard/Johnson Associates, Inc., was hired to prepare and conduct the survey.

The final results of the survey indicated enthusiastic use of the beacon system and great opposition by the Montana flying public to do away with the system. The Montana beacon system had once again undergone intense scrutiny, but emerged unscathed.

In 1988 a newly elected governor and department head, unaware of the strong Montana aviation community and the basic funding allocation procedures of the Aeronautics Division ordered all of the beacons in the state of Montana be turned off for the months of November and December 1991. The Montana Aeronautics Division complied by flipping all 18 switches and issuing a statewide Notice to Airmen (NOTAM) through all flight service stations in Montana.

The response was overwhelming. Hundreds of letters poured in, not only to the Aeronautics Division, but to the Governor's office in adamant support of the beacon system. The unsolicited response to turn the system back on was so great that action was taken at the January 1992 Board meeting, whereby seven of the nine Board members decided the beacons should be turned back on.

On March 2, 1993, the Bozeman Pass Beacon was decommissioned because Montana Power Company had erected a 180 foot radio repeater tower on the site complete with strobe lights. To avoid redundancy and confusion, the older, shorter beacon was turned off.

Presently the Montana Aeronautics Division maintains 15 airway beacons, three obstruction beacons, and four airport beacons. The airway beacons are placed along well known, night VFR routes in the western third of Montana and are to be used as a margin of safety and for a sense of reassurance during marginal weather conditions. They are not intended to denote terrain clearance, or highest area terrain and are intended to be used in conjunction with other fundamental VFR instruments and aids such as a compass and maps.

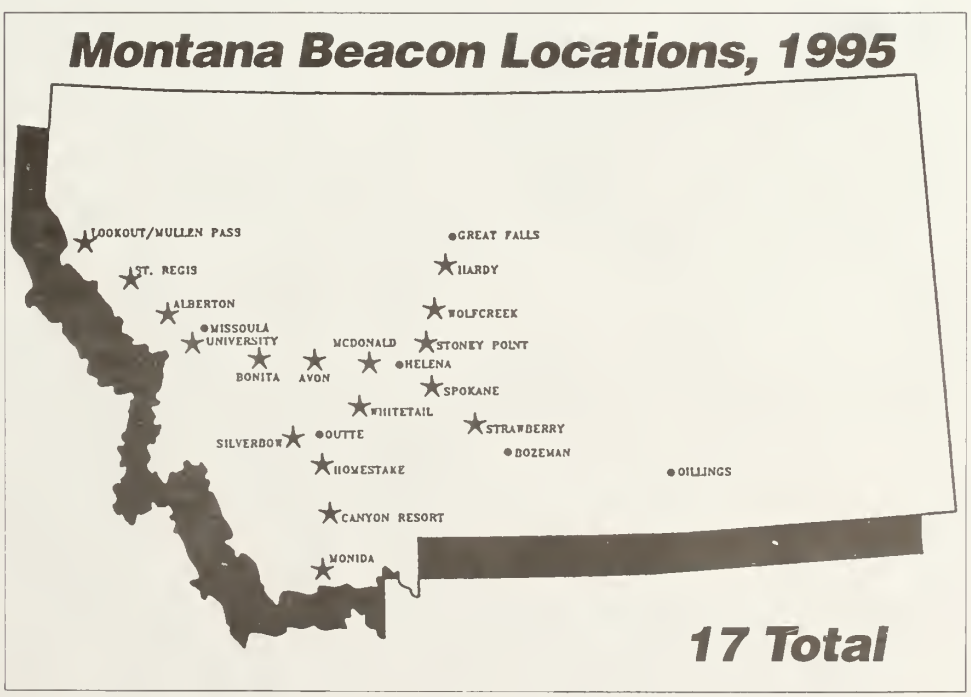
The three obstruction beacons denote the highest terrain in the immediate area, but are also considered airway beacons. These are Stoney Point, Silverbow, and Monida. The four state-owned Airport Beacons are on Ryegate, Dell, Lincoln, and Yellowstone Airports.

All of the airway beacons are 24-inch, dome-type lights which emit at least two-million candlepower. All are served by electrical power and all but three are coded with course lights which can be seen clearly from only one direction. The beacon flashes a morse code course light at opposite intervals of the white beacon light along the airway so the pilot can follow this beam directly to the beacon. At that point, the next beacon down the line should be visible. If the next beacon isn't visible, the pilot knows weather conditions may be deteriorating and can opt to exercise alternatives.

Annual operating cost including electrical power and land rental fees for 1993 were figured at $5,571—an average cost per beacon per year of $310.

To decommission a beacon or a system of beacons is not to merely flip a switch and turn it off. When the original land use permits for the beacons were drawn up, most land owners stipulated that if the beacon in question were ever taken out of service, the owner of the beacon would remove the tower, beacon, electrical poles, concrete foundations, any associated building structures, and return the site to its original condition. As there are considerable costs associated with the entire system, the beacon lights could continue to operate for another 20 years.

Montana is the last state to operate airway beacons, and the Montana Aeronautics Division considers the cost of operation to be insignificant, commensurate with the incalculable safety factor associated with the system. Previous state-wide surveys and unsolicited correspondence would lead an open-minded, safety conscience person to believe that if the beacon system was instrumental in guiding just one pilot to a safe landing then it still serves a critical function. ✈



Change... Change...Change...

The fly-in reported in last month's newsletter scheduled for June 2–4 at Shelby has been rescheduled to Cut Bank.

Please make note and plan on attending. The fly-in as reported will feature Delmar Benjamin and his Gee Bee R-2 Racer plus many other activities and fun.

Phillips 66 Offers Rebates

The Phillips 66 Company is offering $1 per gallon rebates on Phillips 66 fuel purchases used for flights in the EAA Aviation Foundation "Young Eagles" program. Rebates will be available for fuel purchases made in support of the program at Phillips 66 FBOs using Phillips 66 credit cards from May 20 through July 16, 1995. The rebate includes fuel purchases made for International Young Eagles Day on Saturday, June 10.

SAR Refresher Clinic

By: Jeanne Lesnik
Safety & Education Bureau

The first SAR refresher clinic held at Gallatin Field in Bozeman had 20 SAR volunteers participating. Questions, answers, and comments were addressed and ELT Training was conducted by Will Mavis.

The next clinic will be held in Columbia Falls at 6:30pm on May 16 at the VA Soldiers Home. Chuck Rhodes (892-0020) is coordinating this event with ELT training being the focus.

Glasgow folks and District #7 volunteers will be conducting an evening SAR on June 12 at 5:30pm.

The Sanders County MPA Hangar will be getting together on June 8 at 5:30 pm at the Hot Spring Airport for ELT training with Montana Aeronautics Division staff.

Thank you volunteers for all the support in Montana and for making our search and rescue network effective.

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person from participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information, call 406- 444-2506 or TDD 406-444-7696.

Thirty-two hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of $1,210. This includes $60 for production, $526 for postage and $624 for printing.

Volunteers Are Needed

The 9th Annual Family Fly-in and Flight Safety Expo being held in Helena on July 20–23 needs volunteers.

Please contact Jeanne Lesnik at Montana Aeronautics (406)444-2506, if you can volunteer 2 to 3 hours of your time for this great flying event. Thank You!!

MONTANA AERONAUTICS DIVISION
ORO -Y- PLATA

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